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### Russian Military Organization and Observation of Hungarian Railroads

Under cover of camouflage the Hungarian railroads are being controlled by the Soviet Occupation Powers and operated for the benefit of Russian economic and military interests.

The Central Administration of State Railways (MAV, Budapest, Andrássy út) has a Russian liaison staff which at this time consists of a Colonel and five officers. Smaller groups of Russian military liaison are attached to the five rural administrative branches of the MAV. These groups comprise two or three officers and an interpreter. Control units of this kind were noted at Miskolc, Pécs, Debrecen, Szeged and Szombathely. It has been learned that these liaison staffs are to be increased.

All constructions, repairs and improvements in connection with the Hungarian State Railway are subject to Russian dispositions. It is a proven fact that the main repair shop of the Hungarian Railways does 85 per cent of its work for the Russians.

So far no new wide-gauge railway construction in Hungary has been reported. Wide-gauge track was laid as far as Zahony, the most important border station and the point at which the Russians take over reparations shipments.

The Debrecen-Szolnok line is being thoroughly repaired.

The second track of the Miskolc-Budapest line has been placed in operation.

During 1948 the Hungarian Railways laid 8,000 kilometers of track and constructed 97 railroad bridges.

According to reports from the Directorate-General of the MAV, important constructions must be carried out at Zahony. Beginning at this point, normal-gauge track is being laid into the interior of the Soviet Union over a stretch of 1500 kilometers. The wide-gauge Russian tracks are supplemented by an additional track so that the same sub-structure and the same line can be utilized for both wide-gauge and narrow-gauge traffic.

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The Hungarian State Railways are making preparations for the mobilization of traffic installations. All measures ordered since October of last year clearly point in this direction.

Last November the Russians demanded that several thousand cars and locomotives be placed at their disposal for the re-grouping of Russian troops. The seven and three-quarter days turn-around of freight cars in domestic service had to be reduced to four and one-half days.

By order of the Russians a so-called Traffic Planning Office was set up within the Central Directorate of the MAV and "Traffic Directing Groups" were established at Szombathely, Pecs, Debrecen, Miskolc and Szeged, as part of the administrative branches. These organizations, while appearing to be civilian, have a definitely military character and are solely concerned with military problems.

The Directorate-General of the Hungarian State Railways was ordered by the Russians to effect drastic traffic curtailments on the following lines, throughout the winter:

Budapest-Kelebia (Yugoslav border)

Budapest-Szolnok-Bekescsaba-Lekszahaza (Rumanian border)

Budapest-Szekesfehervar-Nagykanizsa-Munkacs (Yugoslav border)

Budapest-Dombovar-Pecs (Yugoslav border)

Budapest-Gyor-Szombathely (Austrian border)

These orders resulted in the following changes:

1. The express on the Budapest-Szombathely line operates only three times a week in each direction.
2. On the Budapest-Kelebia line one express and one local train per day, in both directions, had to be omitted.
3. A similar curtailment had to be effected on the Nagykanizsa line.
4. Two trains which formerly ran to Nagykanizsa and Szombathely, independent of each other, were combined and now operate with one-half of the rolling stocks as far as Szekesfehervar, where they are separated. These measures bear no relation to the winter schedule.

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SECRET

The Main Administration of the State Railways was forced to issue a number of secret directives towards the achievement of the following:

1. 100 per cent exploitation of freight car loading capacity
2. Reduction of turn-around time and number of cars used on each run.
3. Considerable foreshortening of waiting time for locomotives and cars.
4. Speedy repair of all telecommunication and safety installations
5. Setting up of crude oil and coal reserves
6. Intensified guarding of all railroad material stocks

Rolling stock of the Hungarian State Railways as of 15 January 1949:

1,132 Steam locomotives

2,500 passenger cars

34,413 Freight cars

Approximately ten percent of the entire rolling stock is in process of repair at all times.

Rolling stock coming under the heading of Hungarian reparations is turned over at the Zahony Railway station as follows:

The Hungarian Railway furnishes escort personnel from Nyiregyhaza onward. The reparations train is moved into the trans-shipping depot which has been set up between the Theiss bridge and the railroad station at Zahony. This depot is surrounded by a high fence of solid wood. The Hungarian escort personnel is examined individually by the attending MVD functionaries. Following this painstaking inspection the Hungarian personnel is required to leave the station quickly, under guard. The Russian personnel which takes over at this point supplies the locomotive with coal and water.

The trains run on narrow-gauge track as far as Zahony. The wheels of the locomotive turned over, as well as cars and tank cars for wide gauge track are moved along, to be mounted at Zahony.

SECRET

There is a steady influx of Russian railroad transports to Hungary via Zahony, carrying equipment for the Hungarian army in sealed cars.

By order of the Russians loading tests have been carried out with the heaviest Hungarian locomotives on the following lines to ascertain whether they are suitable for mass transports:

to the effect that

The Russian Railway-Military Commission at Debrecen has checked all data and technical details of the following Hungarian-Rumanian railroad lines:

(formerly all in Hungary, now in Rumania).

### Means of Communication in Hungary

**The Hungarian State Railway lines extend a distance of 10,817 Km.**

In connection with the restoration of the railroad bridge which spans the ~~Tisza~~ <sup>Tisza</sup> at Szerenes workers of the sugar factory there were assigned to

SECRET

SECRET

the project as a "voluntary labor detachment".

In the vicinity of the important Russian border station Csap the Hungarian Government had to reconstruct 19 Railroad and highway bridges in 1949.

From the foregoing it is apparent that nearly all railroad, bridge and road constructions are taking place either along the Yugoslav border or along the Russo-Hungarian border.

#### Russian Strategic Railroad Nets in Hungary

Railroad and road constructions in Hungary are carried out according to plans and directives of the 4th Division of the Russian General Staff. Russian engineers are in charge of the projects. The Hungarian Ministry for Trade and Transportation under Minister Erno Gero merely functions as an executive organ.

The following construction projects on Russo-Hungarian railroad lines are taking place at present:

The Zahony-Debrecen-Fissafured line is being equipped with a second track. Approximately 3,000 Hungarian railroad workers are employed in this project. Field work has been completed and concrete sleepers are being put in place at present. This line was formerly of great economic significance. It was used for shipments of Russian iron-ore to Hungary. Such shipments have become very infrequent since the beginning of the year.

In 1949 the railway station at Csap on the northeast border was expanded by order of the Russians. This station will be the second large scale transshipping depot between Russia and Hungary. 72 pairs of tracks are being laid (36 wide and 36 narrow). 5000 Hungarian workers have been assigned to this colossal reconstruction job.

According to information obtained from a Russian railroad control commission the railroad line Praha-Brno-Ishored will be changed into double track and Russian gauge. The Russians have ordered the railroad line Budapest-Paks to be modernized.

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SECRET

**Description of Personnel****Biographical**

Major Ladislau Paul Gyorgy of the General Staff is Director of the Technical and Traffic Division. He was born in 1914 and has been in the service since 1936. Until the end of the war he was Captain of Pioneers. He did not attend General Staff training courses and was appointed general staff officer somewhat suddenly. His career in the Peoples Democracy began in the Police Department. Both he and his wife are members of the Communist Party.